

MORE LINERS HELD UP—HOPE FOR OUR MERCHANT MARINE

WARD DRIVES ALL GERMAN LINERS FROM THE SEAS

Sailings Cancelled and Ships Ordered by Wireless to Neutral Ports.

CUNARD TO CONTINUE

England May Convey Crack Liners Across With Fast Cruisers.

The German merchant marine will not be floating on the Atlantic after the arrival on Tuesday of the express steamship Kaiser Wilhelm II. of the North German Lloyd fleet and the Hamburg-American liner President Lincoln.

This reflection cast gloom over the German line after the appalling news, which had reached such a contingency as almost impossible.

A declaration of war by Germany was half expected before the offices closed in the early afternoon, as it was thought that Herr Ballin, friend of the Emperor, otherwise would not have ordered the recall of all steamships within reach of an American port, and the abandonment of the Atlantic service of the line between New York and the Caribbean.

The disappearance of German merchantmen from the Atlantic will mean a tremendous commercial depletion to the port of New York and an enormous loss to the two big German companies, whose profits in a season of unusual activity promised to reach a higher percentage than ever before in their prosperous history.

Work on Bismarck Stopped.

The Hamburg-American fleet in all seas is or was larger than that of any single steamship company in the world. The war will stop work on the most colossal of liners, the Bismarck, of greater tonnage than the mammoth Vaterland, now held at Hoboken, and the Emperor, bottled up at Hamburg.

The withdrawal of the Atlas fleet takes from the Caribbean fruit and passenger carrying trade eight vessels of an average gross tonnage of about 4,500. They will be laid up until the end of the war. The misfortune of the Atlas Line will be the opportunity of the United Fruit Company, whose ships, owned almost wholly by American capital, may get permission under the proposed Congressional emergency act to go under American registry and thus increase Yankee prestige in the Caribbean.

Cunarder Saxonia Held Up.

One of the surprises of yesterday was the holding up of the Cunarder Saxonia by order from the Liverpool office of the line. She was scheduled to sail at noon for the Mediterranean, and the Adriatic, but it was decided on Friday that she should not run the risk of approaching Austrian shores and should take an Italian port only after touching at Madeira and Gibraltar. Before the Cunard officials here knew that Germany had declared war, they said that the Saxonia would probably sail at 11 o'clock this morning. It is likely that her sailing will be cancelled by orders from Liverpool.

Fifty Austrian Reservists to Clear Seas.

The Cunard line's representatives here expressed confidence in the ability of Great Britain's mighty navy to keep the war craft of European enemies from preying on her merchant ships and the sailing schedules of all Cunarders bound for British ports will not be changed.

The Lusitania will sail for Liverpool on Tuesday evening with many passengers who had booked to sail on the Cunarder liner Vaterland. It is possible that arrangements may be made with the British Government for the use of cruisers as convoys for the ships of the Cunard Line and those flying the British flag of the International Merchant Marine.

The French line office announced yesterday morning that the crack of the fleet, the France, would sail from Havre for New York on Tuesday with a large contingent of Americans. It is certain that her sailing will be cancelled because of Germany's declaration of war.

The Red Star liner Kronland, which flies the American flag and is therefore immune, left Antwerp yesterday for New York, with all her cabins filled, chiefly with Americans.

The Cunarder Mauretania sailed from Liverpool before the news of the declaration of war became public, with 481 cabin passengers, 450 second cabin and 721 steerage passengers.

Holland-American Liner Sails.

The Potsdam of the Holland-America Line, which left Rotterdam yesterday, calling later at Boulogne, also has thronged cabins. Among her passengers is Julius P. Meyer, one of the vice-directors of the Hamburg-American Line, who boarded her at Boulogne, having gone there from Paris. He had expected to sail from Hamburg by the Emperor.

The North German Lloyd office here received from the home office in Bremen yesterday orders to recall to America the Friedrich der Grosse, which sailed from Baltimore for Bremen on Wednesday; the Grosser Kurfürst, which left this port on Thursday for Bremen; and the Neckar, from Galveston for Bremen. They have received wireless notification and are on the way back to Wilhelmshaven, where they are preparing to leave Monday, and were ordered to go to Boston and the tip.

The Hamburg-American liner President Grant did not get the wireless message recalling her sail out on Friday morning until late on Friday night, when she was 450 miles out. She was reported yesterday afternoon about 200 miles east of the Hook returning at full speed. She will dock this morning in Brooklyn.

The Saint Anna of the Fabre Line, flying the French flag, which did not get away as scheduled yesterday, may not attempt to sail to-day. About half her cabin passengers cancelled their reservations. Among them were the Duke and Duchess de Richelieu. The Duke said he had been instructed by the French Government to remain here to assist in the enrollment and transportation of French reserves.

ANXIOUS CROWDS SCAN BULLETINS FOR LATEST WAR NEWS

Crowds in Park Row Get Latest News From Europe From "Sun's" Boards.

The Sun's bulletin board furnished the latest war bulletins to thousands of passersby yesterday, and others who did not happen to be down town called by telephone all day long, and last night to keep informed about developments in Europe. Even the baseball fans did not mind an interruption in the posting of scores, so eager was every one to learn the latest news from Europe.

From early morning, when the first of the business people began flocking from the Manhattan and the Brooklyn Bridge and the subway stations in City Hall Park, a continual stream of interested news seekers scanned the blackboard and the bulletins posted at THE SUN'S corner.

Many of the most interested were Europeans who are vitally affected by the developments in their home countries. Little groups of foreigners stopped in front of the building to discuss the news in their native tongue. All sorts of people of all stations in life seemed interested in the war and its prospects. Inquiries over the telephone came to THE SUN not only from all parts of the city but also from persons out of town for the week end.



ENGLAND HAS FOOD TO LAST SIX MONTHS

Prices of Meat, Flour and Other Provisions Are Rising, However.

EGG SHORTAGE THREATENS

Government May Control Supply to Prevent Unequal Distribution.

Special Cable Despatch to THE SUN.
LONDON, Aug. 1.—Prices of meat, flour, bread, butter, eggs, bacon, cheese and other foodstuffs, and orders have been given to refuse to supply abnormal demands.

Competent authorities believe that the British Government will take control of the food supply in the event of this country becoming involved in war, so as to prevent an unequal distribution. If the war is general there is likely to be a great shortage of eggs, the supply of which comes principally from the nations now actually at war. Bacon also will be lacking.

The manager of a big provision store said to-day that there will be no cause for a panic for two or three months and that the supplies of groceries and butter in the United Kingdom are sufficient for six months. There are large quantities in cold storage and the supply of canned foodstuffs is large.

Flour Rises Most.

The most serious rise in prices was in flour, which jumped to five shillings (\$1.25) a sack this week.

There was hardly any fruit or vegetables at the Covent Garden market this morning for the first time in the history of the market. This was attributed to inability to obtain railroad or other transport on the Continent and the scarcity of money.

The scarcity of sugar was to be expected, because the supply comes via Hamburg from the Austrian refineries.

Coal merchants are swamped with orders, indicating that the public is afraid of a big rise in the price.

The Doncaster corn market, one of the largest in England, is at a standstill. The supplies of English grain are exhausted. Wheat is at 4 shillings (\$1) a quarter higher. The Newcastle corn market was excited to-day and closed in a state of paralysis. Flour was 7 shillings (\$1.75) higher, and other foodstuffs 3s. 6d. (88 cents). The Northampton corn market had no wheat offers. The dealers refused to make prices.

Cereals in the Mark Lane market have risen in two days from three to five shillings (\$0.75 to \$1.25) a quarter. The price of natural rose from 112 10s. a ton to 111 (\$23.50 to \$26).

Dealers at the Smithfield market said that if all supplies are cut off there will be enough on hand for at least a month. The manager of one big American firm said to-night that he thinks there will be no lack of Argentine meat provided the Government orders convoys for the steamers from the River Plate. The Australian mutton trade probably will be more seriously affected and a change in the present route may be thought advisable. There are about 250 ships in the frozen meat trade.

Food Prices Go Skyward in Paris.

Special Cable Despatch to THE SUN.
PARIS, Aug. 2.—There has been a general rise in prices at the wholesale markets, especially for commodities capable of being kept in storage. Potatoes, which were at 50 francs (\$4) per 100 kilos (about 220 pounds) two days ago, are now at 50 francs (\$10).

Butter rose from 150 francs (\$30) a pound to 250 francs (\$50). Fresh vegetables also showed a rise. The price of fruit has not increased and bread and meat have not been affected.

SIX MONTHS TO YEAR OF WAR IS PREDICTED

Military Experts Look for Short Conflict, but Differ on "Short."

MANY FACTORS INVOLVED

It Is Believed That Great Artillery Duels Will be the Feature.

WASHINGTON, Aug. 1.—The war in Europe will be a short one, in the opinion of army and navy officers in Europe. There is, however, considerable difference of opinion as to how long the short war will be. Estimates range from one month to a year, but the consensus is that it will probably extend from six months to a year.

The reasons given for believing that the war will be of comparatively brief duration are the concentration of the opposing forces into immense bodies of men, the results of whose operations against one another can hardly fail to be decisive; the tremendous increase of the rapidity of communication and transportation; and the enormous cost of modern warfare.

On the other hand, the tremendous area of the probable field of hostilities is pointed to as a factor which may offset some of the influences which would ordinarily shorten the struggle.

Instead of one or two points of contact for the opposing forces it is expected that there will be a dozen widely separated struggles, each one on a scale surpassing that of the important conflicts of modern times.

Any one of the belligerents may win at one point of the conflict and lose at another, thus dividing the result and giving a deciding advantage to neither side.

Military men here predict that it may take a longer time than is now anticipated to achieve positive results out of so many separate struggles as are expected to occur if the war becomes general.

Another factor which makes the majority of observers here scout the suggestion that the war may be over in a month or two is that all the Powers likely to be engaged have in reserve millions of trained men whom they can call into the field, fully equipped and ready for battle on short notice, in addition to the hundreds of thousands already called into the service.

It is not considered likely that any of the belligerents if hard pressed will be willing to give up the struggle until it has exhausted itself of this reserve resource. To bring these men into the field supplementing the vast armies already on the move would require a considerable time.

It is by balancing these opposing considerations that the majority of military men here in discussing the situation fix the probable duration of the war at from six months to a year.

On the other hand the European Powers have developed marvellous machinery for calling into service, assembling and transporting large bodies of troops. The network of railways alone enables armies to move with a rapidity many times greater than that of Napoleon's forces a hundred years ago.

In addition, the rapidity with which information can now be disseminated enables a modern army not only to execute its own movements with great rapidity but to adjust itself more quickly to the moves of the enemy.

It is believed the war will be characterized by great artillery duels. Though the Powers have war funds stored up, the cost of the war will in a very brief time outrun even the largest of those war chests. The cost of the war is figured variously. One estimate puts it at \$1,000 a man per year, and it now seems certain that millions of men will be placed in the field.

Another factor which is counted upon to shorten the war is the food situation. Germany particularly will be hard pressed for food if the war is of long duration.

Flummied in by her enemies on all sides, and with the naval supremacy conceded to the British fleet, it is not seen here how Germany can long hold out if the war is not decided promptly.

These considerations alone are believed sufficient to make Germany exert her very utmost efforts from the start to make such a blow as strikes a telling one and force the conflict as rapidly as possible.

Expert Military Criticism.

During the progress of military operations in Europe THE SUN will present daily a careful analysis of the situation by a man formerly in service on the general staff of a leading European Power, who has made a specialty of study of the near Eastern question in all its phases for many years. In addition there will also be printed observations by competent American naval and military critics.

FRANZ JOSEF HISSED BY PAN-SLAVIC CROWD

Austria's War on Serbia Denounced at Meeting in Central Opera House.

War fever ran high last night among Serbians, Slavs, Croats and Bohemians packed into the Central Opera House in East Sixty-seventh street to make a Pan-Slavic protest against Austria's war on Serbia. Austria and her Emperor were hissed and jeered, the Pan-Slavic battle song, "Hej Slovani," was sung, eulogies were pronounced on Serbian valor and a resolution was passed calling upon the United States to "raise a voice of protest against the criminal act of Austria, which are preparing the greatest catastrophe the world has ever seen."

Applause greeted Prof. M. L. Pupin, the honorary Consul-General of Serbia in the United States, when he stepped to the front of the stage and declared in answer to his Austrian critics that he was a citizen of Austria and therefore a traitor.

"Yes, I am an Austrian traitor! If they mean by that that I hate Austria, I can say that, like 15,000,000 other Slavs living in Austria, I am a traitor. You never saw a Slav in Austria who loved her. Half of the Austrian army invading Serbia to-night are traitors and ought to be traitors. Austria herself is the real traitor."

B. Greer, son of a Bohemian statesman and editor of the New York *Hlas Sloby*, attempted to apologize for Emperor Francis Joseph, but his voice was drowned by cries of "Down with him! He killed our brothers and we will kill him!"

Other speakers were M. Gelling, editor of the *Slovak Sokol*; G. Rakel, editor of *Pravda*; Sotek; Nicholas G. Paoli, a Greek lawyer, and Prof. A. Gecey from Lemberg, Poland. The meeting was arranged by Matussek, editor of the New York *Demok*.

Sale of Summer Shoes

The Shoes and the character of their making are distinctly our own. Men and Women who know real footwear value watch for our semi-annual sales.

20% Discount

For Men and Women

The Sale of Summer Shoes is nearing the end. There will be no other Sale until January.

FRANK BROTHERS

Fifth Avenue Boot Shop, Fifth Avenue, Between 26th and 27th Sts.

OCEAN TIEUP TO COST THIS PORT MILLIONS

Jersey Waterfront Already Hard Hit—Standard Oil to Cease Shipments.

The war, if prolonged, will cost this port, which includes nearly all of New Jersey waters, many millions of dollars. A steamship mathematician figured yesterday. German tonnage out of commission, which docked in Hoboken, will go above 250,000. A host of longshoremen, not less than 2,500 on the Hoboken, Jersey City and Bayonne waterfronts, will be thrown out of employment, or get only scant work from the Holland-America and minor lines that may not be affected by the war.

A fleet of lighters that load coal for the liners and the coal dealers, bargeage men, expressmen, porters and taxicabs will have nothing more to do at the idle piers on the Jersey side of the Hudson. This general idleness will mean hard times also to the storeroomers, and Hoboken will feel it worse than any other section.

The recall of the German oil tank Krons by her owners, who feared she might fall into the hands of an enemy, oil being contraband of war, just as coal, inspired inquiry at the Standard Oil office as to the probability of the great fleet of oil carriers being much affected by the war. D. T. Warden, head of the shipping department, said that he feared a general European war would tie up the entire fleet of all the companies, domestic and foreign. There are about seventy oil tanks in the transatlantic service and many in the Pacific trade.

The local office of the North German Lloyd Line contemplated severely the immensity of all its fleet at sea except the crack Kronprinzessin Cecilie, with 10,700,000 in gold in her strong room. Nothing has been heard from her since she left this port at 1 o'clock on Tuesday morning, and it is regarded as probable that she is prudently "lying low," her skipper, Capt. Charles Polack, who has a beautiful record of medals won for gallantry and is one of the shrewdest navigators in any service, intentionally keeping out of touch with other vessels.

That the Bremen office of the line knows exactly where the Kronprinzessin is, is not doubted by the local office. She uses the Telefunken wireless system, which may be "tuned" so that the Marconi could intercept its messages, according to the line. It is not unlikely that she has been in communication with the German battle fleet and that if it is believed that she may be a convoy to protect her from possible capture by a Russian warship she will get one.

TO DEFEND CALCUTTA.

Indian Government Guards Against Invasion by the Hooghly River.

Special Cable Despatch to THE SUN.
CALCUTTA, Aug. 1.—The Indian Government is taking precautions to defend the Hooghly River.

The Hooghly River, upon which Calcutta is situated, is commercially the most important channel by which the Ganges enters the Bay of Bengal. Constant dredging has made it safe for ships of the largest tonnage as far as Calcutta, 80 miles from the sea. It would be by way of this river that a naval attack on Calcutta would be made.

Germans in China Getting Ready.

SHANGHAI, Aug. 1.—The American steamship Hannam, which left Tsingtau, the German fortified base in Kiaochow, for Vladivostok yesterday with a cargo of cattle and foodstuffs, returned to Tsingtau to-day under orders from the German authorities.

German reserves throughout China are hastening to Tsingtau.

ALL OCEAN TRAFFIC IN EUROPE IN CHAOS

Four Liners Sail for New York—Others Are Recalled.

Special Cable Despatches to THE SUN.
LONDON, Aug. 1.—The steamers Kronland, Laurentic, New York and Mauretania sailed to-day for New York.

The Austrian Lloyd's steamship line continues to book passengers and accept freight.

The Great Central Railway Company has abandoned the sailings of its steamers sailings of its steamers for Hamburg, for Hamburg, Antwerp and Rotterdam.

German Steamers Hasten Away.
SOUTHAMPTON, Aug. 1.—The German East Africa steamer Prinz Regent called at this port to-day, but did not wait to disembark passengers or land mail, having received a wireless message to get out of British waters without delay.

German Ships Speed to Safety.
MUIDEN, Holland, Aug. 1.—Wireless despatches from the Norddeutscher Lloyd here order all German steamers to proceed to the nearest neutral port immediately.

Held German Ships at Port Said.
PORT SAID, Aug. 1.—German merchantmen here have received orders not to proceed to sea.

Cronstadt Held at Brisbane.
BRISBANE, Aug. 1.—The German liner Cronstadt has been ordered not to proceed.

Kronland Held at Plymouth.
PLYMOUTH, Aug. 2.—The Kronland, which was to take the Imperator's passengers here, is held up here.

Denmark—German Ferry Suspends.
COPENHAGEN, Aug. 1.—The steamer service of the Korsør ferry to Kiel has been suspended. The last German mail steamer upon her arrival at Kiel, was converted into a hospital ship.

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German reserves throughout China are hastening to Tsingtau.

J. M. Gidding & Co.

564-566 AND 568 FIFTH AVENUE, 46TH AND 47TH STS.

ARE NOW EXHIBITING

Paris Fashions for Early Autumn

IMPORTANT SPECIAL NOTICE

Anticipating the present disturbed conditions in Europe, our Mme. Francoise Clyne, who returned from abroad on the S. S. Vaterland last Wednesday, brought with her the latest Parisian novelties for the Autumn Season. These New French Fashions will be on exhibition and sale in the Gidding Salons beginning tomorrow. They comprise—

Dresses for street, luncheon and reception wear, in the charming new Redingote, serpentine and surplice effects, of satin d'amour, Chantilly lace, faille and beautiful combinations of serge and satin.

Dinner and Evening Gowns of fine satins, beaded nets and other exquisite tissues. Dainty Dance Frocks in a variety of chic styles.

Stunning New Suits

Many innovations are introduced. The coats range from hip-length to 50 inches. There is the smart Godet model—the flare-coat model—the "Dutch Boy" silhouette effect—and the strictly tailleur styles.

Luxurious Traveling and Motor Coats are shown in warm but light-weight materials, in numerous new models of original character.

The French Millinery for Fall

MERCHANT MARINE FOR U. S. FORETOLD

Ship Owners Hope to See Foreign Bottoms Acquired and American Flag Flown.

The disappearance of the German merchant marine from the seas, even though it may be for a short period, and the probability of many transatlantic steamships of other nations being put out of business through the exigencies of war, have inspired American ship owners to hope that means may be found of acquiring and putting into commission immediately, under the Stars and Stripes, a fleet of passenger and cargo carriers.

The chief service after the bringing back of marooned Americans from Europe would be the carrying of grain to supply the peoples of Europe, whose producers have been taken from field and factory to fight. There are no big American ships available either for cargo or passenger traffic across seas and the advocates of buying foreign bottoms and putting them under the American flag say the war will probably be so short that building new ships is out of the question.

Franklin Johnson, publisher of the *American Exporter*, who has devoted much time to considering methods of increasing the tonnage under the American flag, said yesterday that under the Panama Canal act foreign built ships engaged in the foreign trade and not more than five years old may now receive American registry.

"Chairman Alexander of the House Committee on Merchant Marine and Fisheries has introduced a bill to remove this five year limitation," said Mr. Johnson, "and it seems to me that this would be the simplest and most practical way of meeting the present situation. It would avoid neutrality complications and surely objections. The removal of the five year limitation and the amendment of the provision making it compulsory for all water carriers to be American citizens seems the most sensible method of procedure."

Wallace Downey, who built the yacht Meteor for the German Emperor, has addressed a letter to President Wilson on the subject of admitting foreign ships to American registry in which he says that the American merchant marine is nearly dead, partly because of lack of Government protection. He is against purchasing foreign built ships and suggests that there shall be "mathematical plan of cooperation between the United States Government and the American maritime industry for a definite period of years."

Mr. Downey suggests nothing for the war emergency.

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New features which must be seen to be appreciated. Models from the foremost modistes of Paris are now ready.

Blouses in the new effects for Autumn are on display.

BEGINNING MONDAY—

August Clean-up Sales

Of Remaining Summer Stocks

Reductions have been made with absolute disregard of former selling prices or cost.